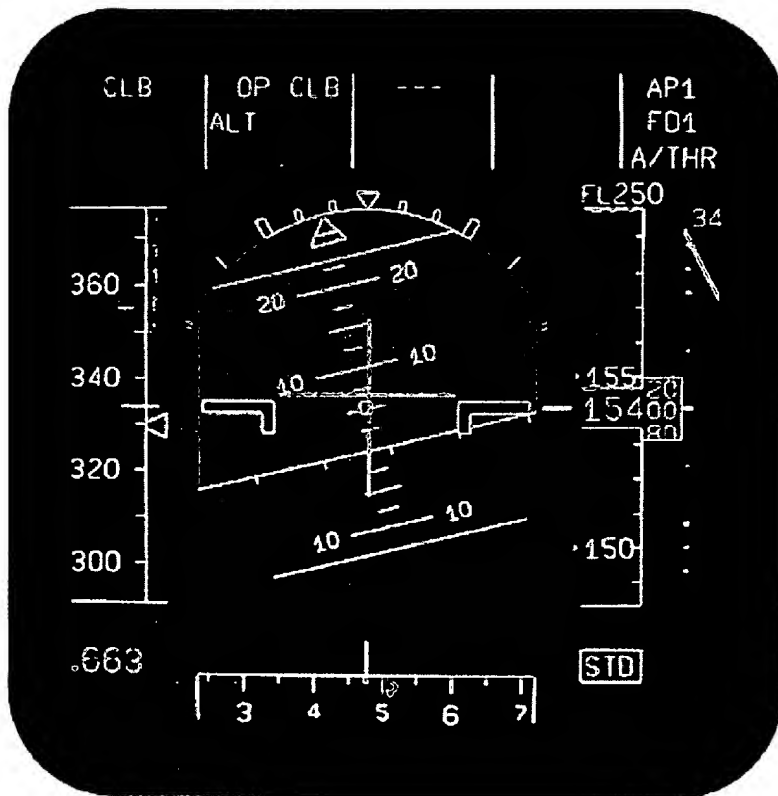


REMARKS

An Office Action dated November 29, 2002 rejected all of the pending claims, Claims 1 through 20. The Office Action rejected Claims 1, 7 through 11, 13 through 16, 19, and 20 in accord with 35 U.S.C. §102 as anticipated by Curtright (United States Patent 6,314,370). The Office Action further rejected Claims 2 through 6, 12, and 17 through 18 in accord with 35 U.S.C. §103(a) as unpatentable over Curtright (United States Patent 6,314,370) in view of McElreath, et al. (United State Patent 6,154,151).

With this Response to Office Action, the applicant has amended its independent claims to reflect the inclusion of VMC information on the primary flight display. While it is the position of the applicant that the original claims already contained this limitation, the addition of the words "primary flight" before the word "display" where it occurs in the independent Claims 1, 13, and 19. An example of a primary flight display is portrayed in the figure displayed above.



Referring now to the cited reference Curtright, a reading of the patent confirms that the patent is specifically limited to a "map view" also known as a "plan view." Consider, for instance, the title of the Curtright patent: "MAP-BASED NAVIGATION SYSTEM WITH OVERLAYS." In the Background, the teaching of the patent is specifically directed to the improvement of map view displays, to wit:



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One drawback of common navigation systems is the poor quality of the map images they display. In systems that generate map images from data such as vector graphics data, the detail of the map image is generally sparse. Only objects that are specifically recorded in the data are displayed. While highly detailed vector graphics images are achievable, substantial processing power is required to generate detailed images with the necessary speed, particularly for real-time display of position-dependent map images, requiring expensive and/or specialized processors and/or taking processor time away from other functions that the navigation system might otherwise perform. On the other hand, systems that store detailed map images as bit maps do not store the images in a uniform format. Without a uniform format, the bit-mapped images have varying size and distortion factors, making it difficult to accurately determine and display a given location on the map image. The varying size also leaves gaps on the screen as one image is replaced by another. Bit-mapped images also tend not to scale well, providing poor image quality at extremes of viewing scale.

(Col. 1, Lines 43 through 63)

The clear distinction between a plan view and a generated VMC view has been explicitly claimed in the amended claims. Now, so drafted, the claims rejected as anticipated by Curtright are now in a condition for allowance.

Similarly, the combination of the Curtright and McElreath, et al. will not teach the claimed invention. The addition of McElreath to the Curtright patent will not create a VMC primary flight display. Rather, the combination teaches a map view with appropriate icons for waypoints and landmarks. The combination does not generate a primary flight display. For that reason, the claims are in a condition for allowance.




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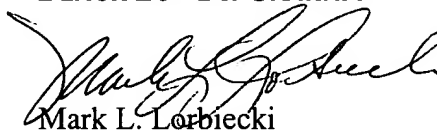

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CONCLUSION

The amendments to the claims make explicit the claim to the primary flight display. In light of these now-explicit claims directed to the primary display, the claims are in a condition for allowance. The applicant requests that the Examiner direct any questions or concerns to the applicant's attorney, the undersigned.

Respectfully submitted,

BLACK LOWE & GRAHAM^{PLLC}



Mark L. Lorbiecki

Registration No. 45,643

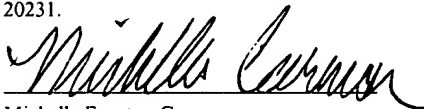
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EXPRESS MAIL CERTIFICATE

I hereby certify that this communication is being deposited with the United States Postal Service via Express Mail No. EL476442021US under 37 C.F.R. § 1.10 on the date indicated below addressed to: Commissioner for Patents, **BOX NON-FEE AMENDMENTS**, Washington D.C. 20231.

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